THE SUEZ CANAL.

Complete Success Great Work.

The Empress of France In Her Yacht at Suez.

Inception, Progress and Completion of the Canal.

PARIS, NOV. 20-6 P. M. Advices from Alexandria just received contain the gratifying intelligence that the Suez Canal is a

The French imperial yacht Aigle, with her Majesty impress on board, has arrived at Suez without

HISTORY OF THE SUEZ CANAL WORK

Its Earliest Inception, Progress and Completion-M. Ferdinand De Lesseps-His Perseverance and Success-Inspiring Influence of the Empress of the French.

The map which we present to our readers to-day thustrates the Suez Isthmus Canal in its completed condition, its points of entrance and discharge, and e connection of Europe, Asia and Africa, affording so a full view of the new transit route, by the use of which the "rounding" of the Cape of Good Hope will be, for all profitable purposes, obliterated to mariners and travellers journeying to and from the East, a mileage to the extent of 5,500 miles be saved either way, the hitherto existing current of the world's commerce be revolutionized towards Amer-ica, and New York, with the aid of the Pacific Railroad, be made the receiving and distributing entre pot of the commerce and first news of the universe : Egypt be revivified, Turkey brought still more com-pletely within the pale of the great nations of the earth, Hindostan be eventually liberated and civil steam and girdled by telegraphs, be made one in community of interest, the universalism of religion and simplicity of faith and form of worship.

For the more easy comprehension of this vast and beneficial change, with its certainty of effect, by our readers, it is merely necessary to state in plain words the following geographical facts relative to distances by the different existing routes from Europe to Asia, as well as the economy of the one:— From the point of a ship's starting, off Gibraltar—

at the Azores-round the Cape of Good Hope to Cal-The distance to Calcutta, starting from Gibraltarat the same point—and travelling through the Suez

Canal, is 9,500 miles. The difference in favor of the use of the Suez Canal route is consequently 5,500 miles. A leading London journal says, generally, that the distance from Gibraltar to Calcatta is "about" 15,000 miles.

and that this will be "shortened by about one-half by the opening of the Canal Suez.

By means of the electric telegraph, in the shape of despatches from Asia, Africa and Europe, transmit-ed for our use by the deep sea cable wires submerged in the Atlantic Ocean, we have already an tion of the great work of the Sucz Canal, its utilize France, the fairest and most illustrious incarnation tative of that indestructible spark which has been from the beginning and dies not, as well as of the grand idea of such an undertaking, well as of the grand idea of such an undertwhich was thrown out to humanity three the ears ago, the assemblage of crowned heads, princes men, statesmen, military and naval officers dy distinguished in the service of their respec

tive countries and rendered still more not sence on this occasion, with the general and strious representation of all the great living s of the world besides, literary, commercial ncial, diplomatic, artistic, scientific, med industrial, and of the great daily newspaper press-the enlightened bond which unites, and th ful leverage which moves, it may be said alost thinks for, the whole. We have presented M. Perdinand de Lesseps, who nurtured and matured nt of triumph. Surveying the whole from the deck of the imperial French yacht L'Aigle, any disposition towards an undue extitation at his spiendid success, a natural and almost inevitable human tendency or feeling under such glorious circum-stances, being effectually toned—neutralized we may call it—by his companionship with the Christian lady the divine precept of humanity even in her first youthful exaitation to an active partnership in the every day responsibilities and duties of one of the most powerful—perhaps the most powerful—throne in the world. We have proclaimed the consecration of the canal work in prayer offered up by the reverend almoner of the Empress, Pere Baner, at gentleman subsequently preached a sermon in which he congratulated the world on the success of this grand enterprise, thanked the Viceroy of Egypt, who had immortalized his name and reign by his cooperation in one of the greatest undertakings of gratification on the liberty of worship which had been granted to Christians; and, thanking the Em-press for the sympathy she had shown, and M. de work to completion, and also returning thanks to all the other illustrious personages who had honored the occasion with their presence. We have also shown how the Emperor of Austria, the Viceroy of Egypt, the Crown Prince of Prussia, the Prince and Princess of Holland, with the other distinceremonies without reference to "form of creed," landed and assisted at a Te Deum and at the Mussuiman prayers; thus perfecting her glorious mis-suim by scaling to the peoples the acceptance of a really world-wide catholicism on the soil of the land of the Pharoahs at a moment when the current of commerce and thought had just been changed in its rôte from Europe and Asia towards America.

We have chronicled the congregation of a fleet of thirty-four steamers at Ismailia, with the notices of others "coming up," as well as reported the con-gregation of the immense number of visitors from all parts of the world, with the continual streaming in at that point of the numerous advance of 3,00 Europeans, and the 25,000 Orientals who had been appeally invited as the guests of the Viceroy of

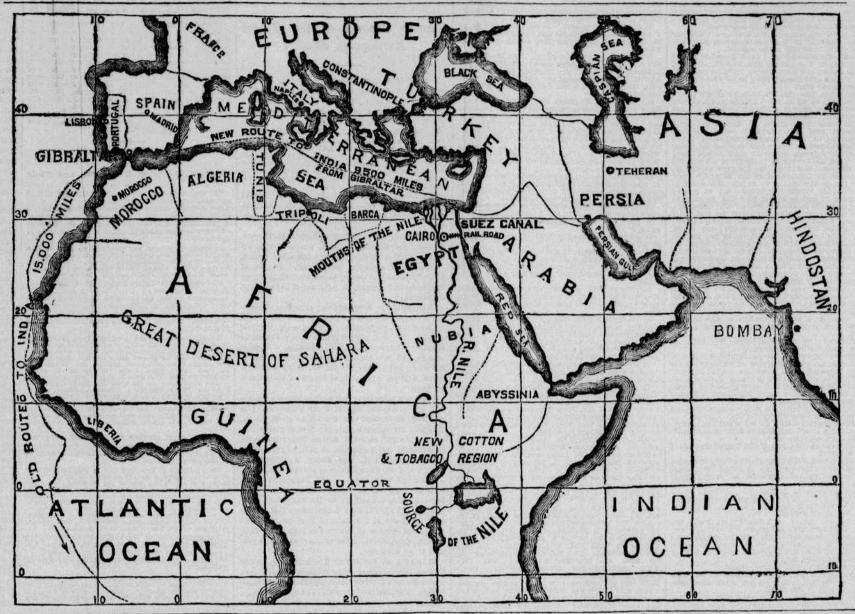
We have telegraphed the trip route of the Port Said, in the canal, within the space of cight had a depth of water ranging from twenty-five to shirty feet through the whole line of the canal, as well as the preparations which were made for the starting of the entire fleet from Ismailia to Suez on Saturday, the 20th of November, at noon. Our readers have seen in the pages of the HERALD how the French imperial yacht L'Aigle, with the Em-press on board, was followed through the first part of the capal by forty vessels and anchored at Ismailia, in the presence of the vast multitude of the officers and crew of a newly arrived Russian frigate, the largest war vessel present, and the enjoyment of

a world's ovation.

We have reported how the Norwegian govern-

THE SUEZ CANAL.

Map Showing the Old and the New Routes from Europe to Asia---The Distance Shortened Five Thousand Five Hundred Miles.



ten to call at Brest and Cadiz before entering the Mediterranean; how the Emperor of Austria was to arrive on a visit to the Sultan of Turkey and afterwards proceed to Egypt to be present at the opening of the canal; how the following personages had been invited by the Viceroy of Egypt to be present at the inauguration of the Suez Canal, and acceptation sent to Egypt:—Duke of Tetuan, Deputies D. Antonio Palon, D. Buenventura Abarzuza and D. Eduardo Jasset; Engineer Lucio de Valle, Director of Canal of Lozoya; Engineer D. Cipriano Segundo Montesino, Alcalde del Ayuntamiento de Madrid; Manuel Maria José de Goldo, and the writer Eusebia Blasco, and a representative of the Spanish militia; how some twenty-five North German scholars and artists were invited by the Viceroy, and that they were to proceed to Paris and thence travel to Egypt with the other guests at the expense of the Viceroy, and that the Professors Mommsen, Dove, Drake and Richter, with the Arctic explorer Dr. Petermann, of Gotha, were also invited. A special invitation was forwarded to the invited. A special invitation was forwarded to the editor of the New Yeak Herald and the editors of the other leading journals of the world. The Prince of Wales had intended to be present, but although British royality may be unrepresented on the great occasion, the President of the Royal Society, Sir Edward Sabine, being unable, through pressure of concell dury to accept the Vicerovia invitation, was omeial duty, to accept the Viceroy's invitation, was Royal Society, the President's choice, which has been approved by the council, falling on Mr. J. F. man, C. E.

Electric enlightenment from the hoary lands of Asia and Africa has enabled us to show also to the eyes of the New World the illuminations which blazed ng the banks of the Suez Canal, from the house well as from every available prominent point of the outer works of the vessels comprising the huge fleet to which we have referred; America and Europe, the jubilee of civilization near the very spot where human tyranny was first stricken down and ar "ocean heaved," in the words of the poet, "on the march below of the tyrant." It was numanity re-suscitated, man made better, Christianity purified and faith "walking on the waters"—all, under the influences of the animating first principle of science, controlled and rendered more gentle and acceptably woman—the Empress Eugénie of France.

Under such circumstances we feel called on-not direction-to place before our readers a succinci lest conception of such a work down to the time of its embracement by M. de Lesseps and its energy and perseverance to a successful fruition. and the "union of the waters of the sea of pearls with the waters of the sea of corals" been actually effected. To-day, this moment, is therefore most opportune and meet for a review or the great undertaking which has been inaugurated in the presence of rulers and princes of nations which had no era, King Seti's "navvies" threw up the first spade-ful of earth from the line marked out for the original Isthmus of Suez Canal. The period thence till now includes a space of 3,000 years. The work done is colossal in its character, but the leading incidents are few, and their recital may be brief.

The idea of forming a through water communica-tion across the Isthmus of Suez was familiar to the Egyptians under the Pharaohs, though with ends in view widely different from those with which the nineteenth century promoters of the undertaking have been animated. In those days the whole of the Nothing required to be done save to dig trenche commenced the enterprise, and a thousand years later (326 B. C.) Nechas worked to death 120,000 men in renewing it. The Romans and the Arabs, as they successively occupied the country, patened up and extended the canal; but in a more enlightened age, the Callph Almansour, being at issue with his subjects in a province through which the canal passed, and being desirous of starving them into subjection, destroyed the route by which they were accustomed to receive provisions. This was in the eighth century, and the idea of connecting the Red Sea with the Mediterranean slept for a thousand years, when it was reawakened in the mind of a man for whom such a work had a peculiar charm. In 1798 Napoleon Bonaparte the First, then serving the French republic as commander of the expedition to Egypt, proposed that a canal, capable of being navigated by sea-going ships, should be cut across the Isthmus of Suez; but he was mer by the curious yet time-honored objection that the waters of the Red Ses were not on the same level as those of the Mediterranean, and that the consequence of putting them into communication would be some-thing dreadful. Bonaparte scouted this idea as being contrary to the scientific laws which govern the ment on the 24th of September last decided that the corvette Nordstjernen should be present at the inauvey the isthmus with the view of ascertaining the guration of the caust, and how that vessel left Hor-levels of the two seas. The result was saturating, of savants which accompanied the expedition to sur-

Lissere, an engineer of high standing, who conducted the survey, reported that one sea was higher than the other by several inches, and the idea of connect

The statement of the French engineers, though at first accepted as being the result of a special survey made under competent direction, was so directly opposed to the teachings of science that presently it began to be hinted that there must be a mistake that it was more likely to have been committed by whose memory a monument has been erected on the banks of the canal—planning the British overland route, re-surveyed the Isthmus of Suez, and settled equality of level between the two seas. At this time M. de Lesseps was serving his diplomatic appren-ticeship in the French Consulate at Cairo and the laying of the bugbear which had hitherto prevented engineers from seriously nsidering both sides of a project for dividing the ntinents, suggested to his mind the possibility of rrying out the scheme. He felt a powerful "call" to the work, but it was planly more than might be undertaken by a man aged twenty-six years, and but just started in life. M. de Lesseps, however, did not by any means abandon the idea because circumstances happened to make it impracticable at the whither he was shortly after removed, and where he gained great fame by his conduct during the siege of 1842. He kept it before him in Rome, where in 1848 he further distinguished himself by presun to differ from his government on the question of the French occupation of that city, and by honestly wowing his sentiments and sacrificing his position

In 1854 the opportunity for which he had long waited arrived. Manomed Said, the Viceroy of Egypt, invited him to pay a visit to Cairo, and one day, while crossing the desert from Alexandria to the capital, M. de Lesseps opened out his scheme to his Highness. Mahomed was delighted with the idea, which he was shrewd enough to perceive was fraught with great advantages to Egypt, and pledged himself to support the undertaking by every means in his power. It was in the beginning of November that this conversation took place, and on the 30th day of the same month M. de Lesseps was in possession of a viceroyal firman pestowing upon him the exclusive right to construct a mari-

M. Lesseps had reached an age at which most men begin to think of rest when he commenced the work for which he was born; but if he had been twenty-five instead of fifty he could not have set about doing it with more ardor. At the outset difficulties were no sooner overcome than others arose. It was necessary to obtain the Sultan's confirmation of the Viceroy's firman, and the Sultan was not greatly became of the original shareholders, could not fall to add to the importance of Egypt-a dependency already too precocious to suit the jealous policy of seeing an ulterior French "annexation" of Egypt, canal and all, set his face against the project, and was supported by some of the British journals, the writers of which in leading articles which M. de Lesseps carefully preserved in his desk and gleefully shows to his friends, styled the promoter of the scheme, the "High Priest of the Egyptian Enterprise," and other funny names. Scientific men demonstrated the im-possibility of the undertaking, and even Stephenson lent the weight of his then great authority to crush it. But the energy of M. de Lesseps triumphed over all, and in 1858, four years after ne had definitively taken the matter in hand, the subscription list of the Compagnie Universelle du Canal de Suez was opened on all the Stock Exchanges of Europe. Shares were taken up with encouraging alacrity, and on the 25th April, 1859, possession was taken, in the name of the Sucz Istumus Canal Company, of a narrow belt of sand on the northern coast of the Isthmus, washed on one side by the Mediterranean Sea, and on the other by the shallow waters of Lake Menzaleh.

The first point which the engineers under th direction of M. de Lesseps turned their attention to was the creation of a port for the ships which brought from Europe the machinery and the principal supplies of food for the great army of workmen. There was no choice of site. The starting point of the canal was fixed, and there must be the port, notwithstanding the fact that the water was at the time so shallow that nothing bigger than a barge could approach within half a mile of the beach. The only thing to be done was to run out seaward breakwaters, as described in the different maps, on either side of the space required for the harbor, and to deepen the euclosure. But before this could be done it would be necessary to land cargoes of provisions and of heavy machinery, and how were they to be discharged? Thus:—An island was ed at the limit to which the ships might approach; immense cranes were erected thereon, and by their means the imports were transhipped into lighters, which conveyed them to the beach. The building of the break waters was then proceeded with, stones being supplied from the quarry of Gex. near Alexandria; but this course was found to en-tail great cost and delay, and the men who had the little island in the Mediterranean deter mined to make also the stones for the breakwater. They established a manufactory on the seashore, and by an ingenious process moulded, of sand mixed with lime, blocks of clay weighing twenty tons a piece. These being exposed for a due season to the sun and air, became hard as granite, and of them are built the breakwaters, which, stretching out into the sea-one a distance of a mile and a ball and the other of upwards of a mile, make the

HARBOR OF PORT SAID.

While the break waters were being built and the har bor deepened, and a town growing up on the narrow belt of sand, the construction of the canal itself was vigorously pushed on. The course from sea to sea asly commenced along the whole line, gangs of men being told off for stations fixed at equi-dis-tances. Machinery of the most ingenious design and upon the vastest scale was introduced, and, with an unlimited supply of hardy workmen, the canal was growing apace, when, in 1862, events occurred which threatened to put an end to the work altogether. Three years earlier, when the Sultan asw the work actually comm and perceived from the character of the men engaged in it that it was very likely to be carried on to the end, he ordered the Viceroy to send away the Frenchmen, and it was only upon the intervention of the Emperor that he witadrew the injunction. Now, again, in a manner more peremptory than before, he interposed, for-bade the Viceroy to permit his fellahs to labor upon the Canal, and declared null and void the firman of 1856, which conceded to the company the lands necessary for the works. Before this mandate of his liege lord the Viceroy of Egypt was powerless, the tually to a standstill. Attempts were made to sup ply the place of the natives by an importation of Euopean navvies, but under the sun which beats upon the sands of the Isthmus none but of the negro race can do a fair day's digging and live, and, till the matter at issue was settled, the managers were fain to be content with holding the way already made. Again the Emperor of France came to the rescue, and being appointed arbiter, he early in 1864 effected an arrangement pretty nearly the same circumstances as those under which they were carried on previous to the Sultan's interdict. Here ends the record of the exceptional difficulties with which the promoters of the Suez Canal have had to deal. The history of the last five years is simply a chronicle of daily progress, and is best summed up in the statement of the fact that the canal is now ready for opening.
THE NAVIGATION OF THE SURZ CANAL—OFFICIAL

REGULATIONS AND RULES. The code regulations for the transit of vessels on the Suez Canal were issued some time since by M. de Lesseps. During the inauguration of the canal there will be no charge made, and these regulations will not come into force until the 21st of the present month of November. Ships of all nations are permitted to use the canal, the sole condition being that they do not draw more than twenty-four a half feet, the canal being twenty-six and a quarter feet deep. Steamboats may be propelled in the ordinary manner, but sailing vessels over fifty tons must be towed by the company's service. The maximum speed of vessels in the canal is fixed provisionally at about six miles an hour. Navigation is allowed during the night on condition of fares being kept up and a strict watch maintained. The commanders of vessels are forbidten to anchor in the canal or to throw earth or rubbish overboard, and if anything should fall overboard which they are anxious to recover they are forbidden to try to recover it themselves, must give notice at the nearest station.

THE CHARGE FOR TRANSIT from one sea to the other is ten francs per ton and ten francs per passenger, and the cost of towage is fixed at two france per ton. The pilot, who must be retained on board in case of stoppage, is to charge twenty france a day. A reduction of this enarge is, however, to be made on those vessels which are

RULES OF NAVIGATION.

documents.

5. In the formation of trains the captain, furnished with a number according to his receipt, serving as a way bill, and after having received the pilot on board, will take up the position assigned to

pilot on board, will take up the position assigned to him.

6. Every vessel about to enter the canal is to have her yards bruced up and booms topped. She must have two anchors—one forward and one at—to allow of anchoring at the first order of the pilot.

7. (1.) Every vessel must have, during the passage of the canal, a boat in tow with a hawser ready, in order in case of need to carry out her hawser to one of the mooring piles placed along the two banks of the canal. (2.) The captain is bound to keep watches on deck both night and day, to be ready to cast off or cut the tow lines at the trist order. (3.) During the night vessels will keep lights burning according to regulation, and a lookout forward. (4.) Every steam tug or other steamer will whistle at the passage of curves at the approach of vessels which are to be passed or crossed, and at the approach of dredging or other engines which they may meet. (6.) When two vessels proceeding in opposite directions, some in sight, they are to slacken speed, each keeping the starboard bank to a vessel requires to pass another going in the same direction, warning must be given by signal. The vessel going at least speed is to keep close to the tarboard bank and to slacken speed as much as possible.

8. (1.) Vessels which for any cause whatever are

possible.

8. (1.) Vessels which for any cause whatever are obliged to stop in the canal are, as soon as possible, to place themselves on the windward bank, and moor fore and aft. (2.) in case of necessary stoppage, and when it is impossible to reach a siding, which is always to be done if possible, the captain must immediately give notice by signais by day and by lamps by night, fore and aft. (3.) in case of grounding the agents of the company will have the right to direct the means of getting the vessel off, and, if necessary, of unloading—the whole at the expense of wheever may have caused the grounding.

9. Captains are forbidden (1) to anchor in the canal, except in case of absolute necessity, and

not without the pilot's consent. (2.) To throw into the canal earth, ashes, cinders or any other materials. (3.) In case of anything falling into the canal a declaration is to be made to the pilot, who is bound to transmit it to the agent at the nearest station.

(4.) The captain is foroiden to fish ap anything fallen into the canal, except under the direction of the company's agents. (5.) The salvage of all objects fallen into the canal is at the expense of the captain, to whom they will be restored on payment of these expenses.

10. Cantains will him themselves, on receiving a

to whom they will be restored on payment of these expenses.

10. Captains will bind themselves, on receiving a copy of these regulations, to obey every order for the purpose of carrying them out.

11. The dues to be paid are calculated on the actual tonninge of the vessel, both as to the transit dues and the towing and harbor dues. This tonnage is determined until further orders by the official papers on board. The transit due from one sea to the other is 10f, per ton burden and 10f, per passenger, payable at the entrance at Port Said or Suez. The towage dues are fixed at 2f, per ton; the harbor dues for anchoring at Port Said, at Ismailia and before the platform at Suez, after remaining twenty-four hours, for twenty days at the utmost, 5 ceatimes per ton per day, at the place assigned by the captain of the port.

The pilotage dues for the passage of the canal are fixed according to the draugit of water, as follows:—Up to 3 metres, 5f, per decimere; from 2 to 4½ metres, 10f.: from 4½ to 6 metres, 10f.: from 6 to 1½ metres, 10f.: From 6 to 7½ metres, 20f.: Every decimetre to be paid for proportionally according to the category to which the vessel belongs.

The pilot kept on board, in case of anchorage, will be paid 20f. per day. Vessels towed will be entitled to a reduction of twenty-five per cent on the pilotage dues.

FERD. DE LESSEPS, President Director.

FERD. DE LESSEPS, President Director. CONSULAR JURISDICTION IN EGYPT.

Late telegrams from Alexandria report that the mixed international commission prayed for by the Viceroy of Egypt from the chief European governments to inquire into and to report on the alleged abuses of the capitulations in Egypt was to meet. Sir Philip Francis, the Judge of the Supreme Consular Court, was named to be the British delegate coming from the Levant, and the French government will be represented by the Under Secretary of the Paris Foreign Office. Though the Austrian, Prussian, Russian and Italian governments were expected to join in the investigation the names of their respective delegates were not mentioned. The Commission was to meet in Alexandria or Cairo, and its functions limited strictly to inquiring into the alleged abuses of consular jurisdiction and reporting thereupon to the governments, simply with a view ther any modifications of the existing practice are or are not expedient in view of the opening of the Suez Canal.

The following are the official regulations for the navigation of the Suez Canal:—

1. Navigation on the Suez Maritime Canal is permitted to all vessels, whatever their nationality, provided they do not draw more than seven metres and a half of water; the canal being eight metres deep. Steam vessels may navigate by means of their own steam power. Sailing vessels, about 50 tons burden, must be towed by the service established for this purpose by the company. Steamers requiring to be towed will arrange by special contract. Every vessel towed will provide its own towline.

2. The maximum speed of vessels on the canal is provisionally fixed at 16 kilometres an hour.

3. Every ship exceeding 100 tons burden must take a pilot employed by the company, who is bound to furnish every laformation as to the route to be followed, the captain remaining responsible for the conduct alind handling of the vessel.

4. When a vessel requiring to pass the canal has taken up her moortings at Port, Said or at Suez the captain is to enter his vessel at the office and to say On this important part of the subject a communi-

for a modification of the treaties which regulate the

A London journal, speaking on this subject, just

A London journal, speaking on this subject, just previous to the formal incorporation of the Suez Canal, said:—

No doubt next autumn, after the festival of the inauguration, all the European papers will be filled with detailed explanations of a matter which as yet the greater part of Europe seems to regard as a thing only in its infancy. With the exception of France, which is interested in the canal in its double capacity of a proprietor and of a merchant, who through it, must come into the possession of the whole trade of Egypt, Austria is the only country that has taken any practical steps in anticipation of the changes the canal must unavoidably produce in the relations of Europe with Asia, and more especially with China and Japan. The government of Vienna, perfectly aware of the importance which the port of Trieste is about to acquire, has sent an important expedition to the chief places of Eastern Asia with a view to inquire into the conditions of their trade, as well as to introduce samples of Austria Banutacturés into the new markets. The result of this expedition must be, no doubt, of great importance for Austria, and its return is looked forward to with all the more eagerness as the expedition is believed to have been formed in a more satisfactory manner than might have been expected of bureaucratic Austria. It seems to be composed of several practical men of unquestionable competence. No other continental nation has as yet done anything in this way, although the interest of all of them are involved in this matter, and must, we fear, turn to the disadvantage of England if it will not take any special steps in accordance with the new circumstances, some of which we shall indicate. The impulse which the Suez Canal must give to the trade of Spain, Italy and Grecce may be felt out of view as being of mere local interest in consequence of the very nature of the chief products of those countries. But if, also, we put aside France, which will apply its commercial energies chiefly and for the first time to th

M. Ferdinaud De Lesseps. Having thus chronicled the history and work of the Suez Canal, past and present, its completion and opening, the muster of crowned heads and distinguianed personages and the peoples on its banks, the presence and inspiration of the Empress of France, the reorganization of a great fleet for its passage in the wake of her Majesty's yacht, the signal, start and the run through and time to Ismaliia, it is but proper that we should conclude with a sketch of the life of M. de Lesseps, the guiding mind under which all has been accomplished, prefacing the biographical sketch with the most pleasing feature of the announcement of his approaching marriage of - in Paris, the blooming and happy bride being in the - year of her age.

M. Ferdinand de Lesseps is the son of Jean Bap-tiste Barthelemi, Baron de Lesseps, who was born at Cette, a French port in the Gulf of Lyons, in the year 1765. His father was, for five years, French Vice Consul at St. Petersburg. In 1785 he accompamies La Perouse on his voyage to Kamtchatka, whence he brought, by land, the papers containing a description of the expedition. In 1738 he was consul at Cronstadt and St. Petersburg. From St. Petersburg he was called by the Emperor Napoleon I., in the year 1812, to Moscow, and appointed intendant of the latter city. In 1814 he proceeded to Lisbon, and was stationed there as Consul until 1823. He died in Paris. May 6, 1834. His son Ferdinand was born at Versailles, in 1805, and is, consequently, in his sixty-fourth year, though his appearance is that of a man little past middle age. In 1825 he was attache to the Frence consultate at Lisbon. Two years subsequently found him engaged in the commercial department of the French Ministry of Foreign Affairs. During the latter part of 1825 he was attache to the Consul General at Tunis, and in 1831 was despatched by his government as Consul to Alexandris, in Egypt. Seven years subsequent to his appointment at Alexandria, and when he was in his thirty-fifth year he was sent as Consul to Rotterdam. From this place he proceeded to Maiaga, in 1839, to negotiate with the Spanish government in behalf of French commerce. In the latter pare of the same year he was transferred to the consultate at Barcelona, where, during that and the two following years, he was especially active, and signally distinguished himself against the reign of Espartero. In 1844 he was again in Alexandria, whither he was sent to take the place of M. Lavalette. He did not remain long in Egypt. Returning to his former position in Barcelona, he was witness to some of the seenes of the Spanish revolution of February. In 1848 he was appointed French minister at the court of Madrid. Remaining at the Spanish capital about a year, he returned to Faris innoceliately after the nies La Perouse on his voyage to Kamtchatka, ce he brought, by land, the papers containing position in Barcelona, he was winess to some of the seenes of the Spanish revolution of February. In 1848 ne was appointed French minister at the court of Madrid. Remaining at the Spanish capital about a year, he returned to Paris immediately after the revolutions of 1848, and in May of the following year was despatched as envoy of the French republic to the republican government of Mazzini. At Rome, where he took a leading part in the abortive negotiations which preceded the restoration of the Pope by a French army. In 1854 he received a commission from the Societé d'Etudes du Canal de Suez, at Paris, to negotiate with Said Pacha for the construction of the canal, first projected in 1818. Accordingly, toward the close of that year, we again find him on the Islamus preparing for his work. His mission was crowned with success, and the mission was crowned with success, and the necessary concession was made in November of that year. A balace and retinue of servants were assigned to his use, and he was treated as a guest of the Viceroy with the utmost respect. Great opposition followed, especially from England, and it was not till January, 1856, that the second and fuller concession was granted by Said Pacha and the "International Company" fully organized.

In 1858 M. de Lesseps succeeded in raising two hundred millions of francs in France alone, and in 1859 he proceeded to Expyt and planted in the harbor of the ancient Pelusium, where Port Said now stands, the Expitian flag. Laying at the same time the foundation stone for a lighthouse, he proudly procelamed the work commonced. Fresh cifficular, chiefly of a political nature, interposed; but Lesseps never despaired. In 1859 he had the satisfaction of seeing liss company and work placed upon a firm tooting, though the final decision of the French Emperor was not stiven till July, 1864, and from that time to the present hour the canal has steadily progressed.

The personal appearance of M. de Lesseps is very striking; though long past middle age, he has a fresh and

FIRE AND EXPLOSION.

Several Men Injured. A fire was discovered about half-past twelve o'clock yesterday in the rear of No. 123 Cedar street, o'clock yesterday in the rear of No. 123 Cedar street, caused by a leak in the main gas pipe. The firemen and police promptly arrived and forced open the door, when an explosion instantly occurred, indicting injuries more or less severe upon the following persons about the head, face and hands:—James Rooney, assistant to the head, face and hands:—James Rooney, assistant foreman; John McKewn and Theodore Daken, foremen, of Engine No. 6; John McCarty, laborer, residue at No. 123 New Chambers street, and William Fogarty, occupant of the premises as a boarding house. All the injured parties were convered to the Twenty-sevenih precinct station house, attended by Surgeon Andrews and sent to their homes, with the exception of McCarty, who was so badly burned as to render his removal to Bellevue Hospital expedient. The building was damaged \$250; juliy covered by insurance.

FELONIOUS ASSAULT BY A WOMAN.

The sergeant of the Eighth precinct was last night notified by a physician that he had a patient at No. 62 Wooster street lying n a critical condition from injuries inflicted by another woman. It appears that the fatured woman, Maggie Wilson by name, on Frinay night had a street quarret with Lizzie Bennett, of No. 1005 Broome street, who kickel her severely in one of her sides. The girl beamett was arressed and locked up in the Prince street station house.